

The Potomac Flyer

April-May 2022

The Newsletter of the Potomac Division, MER, NMRA



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The Potomac Flyer

Submission Deadlines – Issue

May 1 for June-July July 1 for Aug.-Sept.

Sept. 1 for Oct.-Nov Nov. 1 for Dec.-Jan.

Jan. 1 for Feb.-Mar. March 1 for April-May



The 2022 Candidates for the Division Board of Directors & Voting Information

The Nominating Committee of Mark Gionet, Brian Sheron and Bill Demas has submitted the following candidates for the positions of Assistant Superintendent and Paymaster on the Potomac Division Board of Directors. The Committee thanks these two incumbents for generously offering to run for additional terms.

For Assistant Superintendent: Ernie Little



I am seeking reelection as the Division's Assistant Superintendent to allow me to continue to contribute to the NMRA. During my tenure I have:

1. Acted as the Webmaster.
2. Reviewed and reorganized the Division's website and administrative records to make researching them easier and created a records retention policy.
3. Initiated and maintained a Division YouTube channel for recordings of virtual clinics.
4. Acted as coordinator for our Zoom account.
5. Maintained the Division's membership records and sent follow up emails to welcome new members.
6. Maintained the Division's email system (Mailchimp).
7. Helped develop and implement the Marshall Abrams award.
8. Worked on bylaws revisions, Division policy and procedure documents, and other similar items.

I am a retired Battalion Chief with Prince William County Department of Fire and Rescue, retiring after over 38 years of service. The knowledge and skills learned and used there will allow me to work with the other Board members to make the Division more active. I have been Assistant Superintendent for 3 ½ years and also served in 2016 as layout coordinator for the Division. My freelance HO scale model railroad, Norfolk Southern Connector, is located in the basement of my home.

For Paymaster: Jerry Stanley



I am seeking reelection to the Division's Board of Directors as the Paymaster. During my term, I assisted the Potomac Division with the following activities:

1. I have kept the books balanced and worked to minimize Division operating costs. I have done so with accountability, sharing

statements in the Flyer and with the Board. Integrity is especially important in this position.

2. I have scheduled monthly in person clinics and Zoom clinics.
 3. I initiated and helped establish booths to represent the Division at the Timonium Great Scale and Greenberg Train Shows.
 4. I built “the Hobby Barn” and made it available to the Division for in person clinics and have assisted in running them. This past year we have conducted 10 Hobby Barn clinics and had 56 people attend.
 5. I helped set up advertising in the NMRA Magazine for the Division.
- I functioned as the chief liaison and coordinator for joint meets held at Battlefield Baptist Church.

Overall, I believe my participation on the Board of Directors has helped increase membership and sparked interest and excitement in the Division. With your vote, I hope to work to add more activities, while helping the Board and creating a bigger vision for our division.

Voting Information:

April 1, 2022 - the *Potomac Flyer* and emails from the Division will provide a list of candidates for office for the membership to consider. Ballots for those members without email addresses on record will be mailed out.

April 15, 2022 - eVoting will commence

April 22, 2022 - eVoting will conclude; deadline for receipt of mailed ballots.

April 25, 2022 - Candidates will be notified of election results.

May 1, 2022: Potomac Division Annual Meeting (Virtual)

May 17, 2022 - The new Board of Directors will meet. The new Board of Directors will be announced to the membership by a posting on the Division’s Groups.io, in emails from the Division sent to the membership, and posting on the Division’s website. The new Board of Directors will be announced to the membership in the next available issue of the *Potomac Flyer*.



Open House Survey

The Board of Directors recently sent out a survey to members to solicit opinions on holding open houses. The Division has been following current written policy regarding activities in compliance with local, state, and Federal restrictions. Here are the results:

1. Do you think the Division should start the Open House program again? (50 responses)

Yes- 45 (90%)

No - 5 (10%)

2. If you have a layout, are you willing to host an open house event to NMRA membership? (43 responses)

Yes- 26 (60.47%)

No - 17 (39.53%)

2a. If you have a layout, please provide what scale it is. (43 responses)

HO -29 (67.4%)

N/A - 5 (11.6%)

On30 - 2 (4.6%)

Ga - 1 (2.3%)

OS2R/On30 - 1 (2.3%)

O - 4 (9.3%)

N 1 (2.3%)

3. If you think the Division should start Open Houses again please pick when you think we should start. (50 responses)

April, 2022 - 13 (26%)

May, 2022 - 9 (18%)

June, 2022 - 17 (34%)

September, 2022 - 9 (18%)

December, 2022 - 2 (4%)

4. Currently the Potomac Division has a COVID policy that has been successfully implemented at the Hobby Barn events. Would you wish to continue following this policy which is based on current CDC guidance? (46 responses)

Yes - 44 (89.8%)

No - 5 (10.20%)



5. Do you have any questions or concerns related to the above that you would like the Board of Directors to address? (the responses below are from submitted surveys):

“My answers may seem harsh. I cannot take a risk at my age and condition. So my answers should not drive decisions. I will be active when the risk to me is ok.”

“I would like to see the open house events start again, but it is highly dependent upon CDC guidance/case rates. We seem to be dropping steadily, but if we get another spike that would delay the return of open houses.”

“A volunteer list of layouts even if it is 1 or 2 would be great even if the decision is not to reinstate open houses.”

“I have hosted several times as recently as this November 2021. So I am willing to host but...it would be nice to see some other layouts on open house.”

“My answer to Q4 is based on assumptions that masks are required. If I were to host an open house, I would insist on affirmation of vaccinations + booster as well as masks. Since I have a small space, I would limit the number of visitors at any one time.”

“Only request I would have is that everyone wear a mask. On my layout or any layout, it is going to be difficult to have folks stay at a physical distance.”

“Don't need masks or vaccines.”

“If host sets an n95 mask requirement all visitors agree to wear a mask and all attendees will know in advance that other attendees will be wearing an n95 mask.”

“Please follow covid policy to the strictest requirements.”

“Restrictions are political.”

6. As the layout owner, you have the ability to set the standard by which an Open House will or will not occur and to set the base requirements, such as masks being worn. Would that make you more comfortable in opening your layout for a Layout Tour? (42 responses)

Yes - 35 (83.33%)

No - 7 (16.67%)

From The Business Car: The Slow Return to Normal

by Alex Belida, MMR, Senior Assistant Superintendent

As the COVID pandemic seems to be losing some of its steam, at least in our area, there is growing interest in reviving more of the Potomac Division's traditional in-person events.

Our recent survey found 90 percent of the members who responded want us to relaunch our Open House program. The vast majority say we should do it by June, and 26 members say they are willing to host visits to their layouts.

Ninety percent also say we should continue to follow CDC guidelines. If the host wants layout visitors to wear masks, their choice should be respected. And if there's another spike in COVID rates, then all bets are off. ([Full details of the survey are on pages 5-6.](#))

For the moment, though, we're betting that a gradual ramping up of in-person events is the right thing to do. To that end, we've booked three Saturdays – in May, June and August – for special workshop-style clinics at the Knights of Columbus hall in Fairfax. These will be focused on helping members get over the bar to achieve the Master Builder-Cars certificate.

Welcome New Members

January:

David Legal, Pomfret MD
Kestutis Pauliukonis, Mclean VA

February:

Ralph Hix, Manassas VA
Dave Smith, Springfield VA
John Berg, Fairfax VA
Gregg Cassidy, Silver Spring MD
Edward Mason, Falls Church VA

These clinics are going to be ones where attendees bring their ongoing project(s), tools and supplies, etc. They will get to spend time working together and getting feedback and direction from a few MMRs who have some proficiency in building freight and passenger cars.

If the clinics prove successful, and there is sufficient demand, we might expand them to cover the Master Builder-Structures and Master Builder-Scenery categories.

These clinics won't be limited in the number of participants as we have been forced to do with the events at Paymaster Jerry Stanley's Hobby Barn. We again thank Jerry for his initiative in building that facility and arranging a series of very successful clinics!

This is as good a place as any for a reminder that the Division has its annual Board of Directors elections coming up this month ([see pages 3-4](#)). Jerry Stanley is seeking re-election as Paymaster and Ernie Little is running again for the post of Assistant

The Potomac Division, Mid-Eastern Region, National Model Railroad Association includes the District of Columbia; Calvert, Charles, Montgomery, Prince George's and St. Mary's Counties in Maryland; Arlington, Fairfax, Fauquier, Loudoun, Prince William, and Rappahannock Counties in Virginia, as well as all area independent cities.

The Division Crew:

Superintendent Martin Brechbiel, MMR, 703-309-3082, Superintendent@potomac-nmra.org

Sr.-Asst.-Super Alex Belida, MMR, 301-424-8164. Sr-Asst-Super@potomac-nmra.org

Asst. Superintendent Ernie Little, MMR, 571-383-7316, Asst-Super@potomac-nmra.org

Paymaster Jerry Stanley, 540-364-1815, Paymaster@potomac-nmra.org

Clerk Lee Stoermer, 928-580-3209, Clerk@potomac-nmra.org

Achievement Program Coordinator Mat Thompson, MMR, 703-743-1895, Achievement-Program@potomac-nmra.org

Webmaster Ernie Little, 571-383-7316, Webmaster@potomac-nmra.org

Potomac Flyer Editor & Publisher Alex Belida, MMR, 301-424-8164, Potomac-Flyer@potomac-nmra.org

Flyer Asst. Editors-Proofreaders: Dan Ebert, Bob Sprague

Superintendent. They are running unopposed, but we still need your votes. Most of you will cast ballots through e-Voting, using an electronic ballot system overseen by the Mid-Eastern Region. A few others will receive paper ballots.

This will be followed by our Annual Meeting on May 1st, held virtually, at which the election results will be formally announced along with the name of the recipient of our first-ever Marshall Abrams Award. The award was created to honor our late Superintendent and Publisher of *The Flyer*, Marshall Abrams. It will be presented to a Division member who has demonstrated outstanding service.

The recipient's name is, for the moment, a closely guarded Board secret, but there is little doubt in my mind that the first-ever honoree has "shown a level of service above and beyond" – not just to the Potomac Division, but to the Mid-Eastern Region and the national model train scene as well.

One final note: I'm writing this column in lieu of Martin Brechbiel, our Superintendent, who is occupied with family matters. As we all know, sometimes events in our non-modeling lives must take precedence, and family should always top that list.



The Great Landscape Challenge

In our Potomac Division Challenges over the past months, we've shared layouts, rolling stock, trackside structures and motive power. Now we present examples of some of our members' favorite landscape features. Look upon these and get inspired!

And if you see something you really like, send us a note telling us which one you liked the best. **The deadline for voting will be May 10th – the same deadline for sending us photos and a brief description of your favorite WATER FEATURES for our June-July issue.** Send these to: Potomac-Flyer@potomac-nmra.org

Unlike our last issue, our Motive Power Challenge actually drew a few votes for favorite locomotive. The undisputed winner was **MMR Douglas Kirkpatrick's W&OD Freight Motor #26** seen here on the right.



Well done! And thanks for sharing.

Now, let's look at what our members sent along for their Landscape Features submissions. They appear here in the order they were submitted. Texts and photos are by the members unless otherwise noted.

Don't forget to plan now for the June-July issue **Challenge for Water Features:** rivers, streams, ponds, oceans, waterfalls, waves, glaciers etc. We'll even accept a dry gulch, a drainage ditch, or anything remotely close to something that could hold water.

Thanks again to all members who have participated in our Challenges showcasing modeling prowess in the Potomac Division! These can all be seen on our website at: <http://potomac-nmra.org/PDnewsite/Main/Potomac%20Division%20Challenges.php>

Alex Belida

Flyer Editor and Publisher

P.S. I'm still recruiting for the *Flyer*. If you can help edit and perhaps one day take over as Editor and Publisher, please email me at: Potomac-Flyer@potomac-nmra.org

One final note: In our last issue we promised a gondola build article by our Superintendent would appear in this edition of *The Flyer*. Its publication has been deferred until the June-July issue.

1. John Paganoni's Tunnel and Mountain



This scene is from the "freelance" portion of my HO layout and the part of the tunnel/mountain you see is the only part that is currently finished to a degree. It came out fairly well I think and some more "embellishment is needed as I finish the rest of that scene. The mountains in the backdrop are a photograph Mat Thompson, MMR, recommended to me and it fits in great. This "freelance" portion will represent a fictitious logging area with a couple of Shays and old 1930's structures for a "town." *John Paganoni, MMR*

Don't forget that our next issue will focus on **Water Features**. We want to share yours so send us a brief description and photos of **Water Features** on your layout or diorama for our June-July issue. Get your submissions in by May 10th, please!

2. Ernie Little's Town Park and Intermodal Yard

For my submission, I choose the area of downtown Joyceville that represents a small town atmosphere on my HO Norfolk Southern Layout. In the photo you see the commercial building to the left and the finance building to the right. In the foreground is Lewis Gardens Park, named for my neighbor Lewis Renninger, a fellow model railroader,

who spends a considerable amount of time maintaining the landscape at his home. The park reminds me of a similar feature that was located in Franklin, Pennsylvania during the time I lived near there as a child.

At the park the local citizens can spend time reading, observing train movements, the assortment of different trees, flowers, and foliage, or just sit and enjoy the company of others. The fence around the park is a combination of scratch built and commercial picket fencing. The trees, plants, and grass are Woodland Scenic products.



The buildings are in the process of getting interior lighting (LEDs) installed.



Thompson's Intermodal Yard

A second entry I submitted is of the Thompson's Intermodal Facility which is located on the second deck of my Norfolk Southern Connector layout. The facility has an operating Intermodal container crane and another container crane that is not operational. Associated with it is a yard where incoming and

outgoing container cars, and ethanol and grain cars from the neighboring Ethanol plant are stored while being held for processing. **Ernie Little, MMR**

Blue Ridge Summit MiniCon, April 23rd

On Saturday, April 23, 2022, South Mountain Division and Mainline Hobby Supply host their 8th annual MiniCon at the Blue Ridge Fire Hall, 13063 Monterey Ln., Blue Ridge Summit, PA. Come enjoy from 9 AM to 4 PM, this one-day free event one block north of Main Line Hobby Supply, consisting of prototype and modeling presentations, formal and informal clinics, modular displays, and interaction with your fellow hobbyists and beginners. This no admission charge, wheelchair accessible, educational event is open to the public for the promotion of the hobby of Model Railroading.

3. Mat Thompson's Forested Mountains



Oregon Coast RR 921 is heading through forested mountains to the mill in Tillamook. It's 1957 and steam is mostly gone from the railroading scene but this old Norfolk & Western 2-8-8-2 was a bargain and the perfect hauler for heavy log trains on the OCRR. Many mallets spent their final working years on western logging roads.

The HO engine is a Proto2000 offering and I added Tsunami sound.

The log mill is a Fine Scale Miniature kit I built in the 1970s and then packed away. Years later when I unpacked it, I found the glue had dried and the building had fallen on its base. Rather than rebuild it, I decided it just needed weeds and bushes to be typical of the small, abandoned mills so common in the area I model.

Mat Thompson, MMR



4. Alex Belida's Abandoned Mines



My HO scale Eureka and South Pass RR set in Nevada in the late 1890s has two operating mines. But I decided those wouldn't be the first mines in this arid area and set out to create abandoned mine entrances. These are both boarded up in the same area, cut into the side of a rock face. The entry paths are marked by scattered rock debris and old fallen timbers. I feel small details like this give a layout much-needed character. *Alex Belida, MMR*



5. Martin Brechbiel's Codgers, Cows and Deer



Codgers on a hill **(above)**: Some years ago I was presented with an unfinished caboose having noted it was really a scenery item. Following up on that comment, I created this vignette of a caboose firmly planted in the ground put to use as a supply shed and/or home for two of the more senior crew members of the CVRR South Mountain Branch

Coming around the curve **(right)**: This view is the scene one might experience looking off the back platform of the train heading back towards Lemasters after running behind Doyle's Ice and just about to pass over the road serving Lauther's Perfect Pickles. The Lauther's dairy cows are busy grazing and indifferent to the passing train.





Deer watching trains (left): After passing Lauther's Perfect Pickles coming back to head through the reverse we see a nice buck pausing to gaze out over the tunnel opening below checking on traffic entering or exiting the tunnel.

*Martin Brechbiel,
MMR*



6. Robert Reid's Viaduct Bridge



Robert Reid, MMR

Team Leaders

Need model help? Need a ride? Want to volunteer? Contact a Team Leader:

Virginia:

Arlington County: Brad Stanford, 703-559-1166, stanford@smart.net

Fauquier: Jerry Stanley, 703-595-8081, paymaster@potomac-nmra.org

Loudoun: Lee Stoermer, 928-580-3209, leetrains@yahoo.com

Prince William: John Paganoni, 703-791-5055, john.paganoni@comcast.net

Fairfax: Bill Mosteller, 703-272-8190, wsm@greatdecals.com

Maryland:

Charles County: Dale Latham, 301-645-3055, dale.latham@verizon.net

Montgomery: **VACANT (contact Paymaster Jerry Stanley if interested)**

7. Lee Stoermer's Pennsylvania Amish Countryside



In times past this was a common sight, as an Amish horse and buggy, traveling across Pennsylvania farm country, waits a safe distance back from the road crossing for a Pennsy steam locomotive and train to pass by.

From my HO model railroad, a pair of Amish buggies are traveling through the Pennsylvania farm fields as corn is being harvested and stacked into shocks in early autumn.
Lee Stoermer

8. Brian Sheron's Flatbush Avenue



This photo is of my version of Flatbush Avenue in Brooklyn, NY. Flatbush Avenue was close to the Long Island Rail Road's Atlantic Branch. The backdrop is an actual photo of the Brooklyn skyline that I had custom made by a company called "Backdrop Junction" from a photo I found on the internet. The sky in the photo was carefully cut away and the remaining backdrop was glued to the wall. The storefront signs were all made from photos of actual storefront signs on Flatbush Avenue, as well as from storefront signs that were in other parts of the boroughs of Brooklyn, Queens, and Manhattan. I added an elevated two-track subway line that runs above Flatbush Avenue to enhance the feel of an urban environment. *Brian Sheron, MMR*



9. Dale Latham's Countryside



The first photo ([above](#)) shows the Anitasdale Turn local passing the Anitasdale Farmers Supply in the Shenandoah Valley.

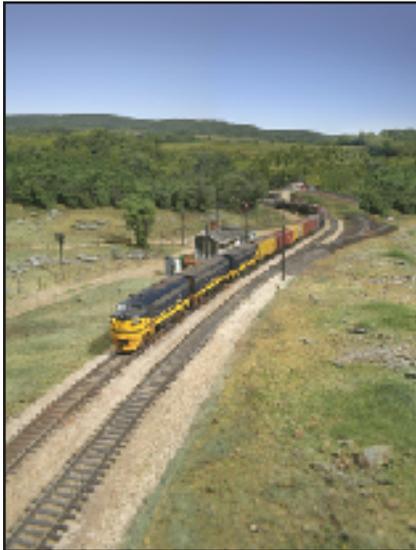


The second photo ([left](#)) was taken at a quiet time along the line. The non-retouched photos were taken on my HO scale Piedmont Southern railroad. **Dale Latham**

10. Bernard Kempinski's Rural Vistas



Scenes from my N scale C&O Mountain Sub module. It was a prototype based N scale oNeTRAK module, my last N Scale module before going to O scale ACW. ([Eastbound freight, photo above](#); [Fast Freight, photo below left](#); [Old Yard from Quinnimont Module, photo below right](#))



Bernie also sent along these photos from his former N Scale Tennessee Pass layout .



**Bernard
Kempinski,
MMR**

11. Nicholas Kalis' Tropical Plantings



Cane stalks on the rail car, palms in the background and scores of lush, tropical plants in the foreground. Nick says one look at the clear pouch these plastic plants came in and “you would not be faulted for dismissing them as child-like toys worthy only of a juvenile diorama.” However, paint these plants, he says, and they look spectacular. Nick says he sprayed the plants with a matte finish then hand painted each with a mixture of three paints – yellow, green and bright green acrylic. He has used 500 of them on his Oahu Sugar Company Fn3 layout. They come in packages of 100 from Amazon (<https://tinyurl.com/33f2a9k3>).

Nicholas Kalis



12. Gary Eames' Rock Walls



Gary Eames

Building My Drake's Well Diorama

Article and Photos by Alex Belida, MMR, *Flyer* Editor



When I built two Densmore tank cars (see *Flyer* Oct.-Nov. 2020) for my Master Builder-Cars certificate, I knew I needed a special place to display them. I didn't want to put them on a shelf, and they weren't really suited for my HO scale logging and mining layout set in Nevada in the late 1890s. So I decided to make a small diorama centered around a model of the original 1859 Drake's Well near Titusville, Pennsylvania. While not historically accurate, the Densmores could be parked there, taking on loads of crude. (*See disclosure note at the bottom of this article.*)

I discovered that there had once been a Drake's Well kit made by Ye Olde Huff-n-Puff, a model long out of production by a firm long out of business. Fortunately, I happened upon one being offered on eBay and bought it.

This was an old school kit ([photo right](#)). There were no laser-cut wood or resin or other cast components that could be easily assembled. Instead, it was something more akin to scratchbuilding – a box with various sized pieces of color-





coded stripwood, three pages of inadequate instructions in tiny print and a foldout template depicting the model in scale (photo left). The modeler was supposed to take the appropriate piece of wood, lay it against the template and cut the needed length. This was a board-by-board build – a good thing, as it opened the door to modifying the structure easily.

The model was a reasonable facsimile of the original well. However, an online search turned up several old archival photos (photo below) and illustrations of the real well that showed differences that I decided to incorporate. (A replica well is on the grounds of the Drake's Well Museum and Park in Titusville. The museum also has a replica of the Densmore tank car, but it was deteriorating and removed. According to

Museum Curator Susan Beates, it has been renovated and is expected to return to display sometime this year.)

In addition to the stripwood, the kit contained little pouches with unpainted metal detail parts, such as a steam boiler, the well pump, flywheels and even a small oil tank. A sawhorse, saw, sledgehammer, shovel and chair were also included along with several pieces whose purpose was not identified in the



instructions and which remained unused. Nice touches, but more details would be needed for the diorama.



My first major additions were outbuildings like those visible in some old photographs. I decided to use the two bunk houses from a logging camp kit from Dr. Ben's Scale Model Emporium (photo left). The one significant modification I made was to substitute stripwood roofing in place of the simulated tarpaper included with the kit.

I also scratchbuilt a small oil storage tank to stand in front of the well and a loading dock down by the tracks. In addition, I ran a pipeline from the well to the dock where oil could be loaded on wagons in barrels or poured from the pipeline directly into the Densmore tank cars. The wooden barrels ([photo right](#)) are from Campbell Scale Models and from Dr. Ben's. They also look good loaded on a horse-drawn wagon or into a low-sided gondola like one that I have from the Civil War series produced by B.T.S.



Planning ahead, I ordered some pine trees ([photo left](#)) like those which are still present on the Drake's Museum grounds. I had been disappointed with some of the tree options on the modeling marketplace but spotted a small ad in *Narrow Gauge and Shortline Gazette* from McKenzie Brothers Timber Company. After examining photos of the pines on their website, I placed an order, describing

my specific needs in an exchange with John McKenzie. The trees were made and arrived quickly. They were perfect.

I also decided to include a short section of the Oil Creek, whose name was chosen by the railroad that serviced the wells around Titusville. For that, I ordered some Woodland Scenics (WS) Water Waves, a gel-like substance normally used to shape waves but which, because of its thickness, could be packed into a small channel to represent a rapidly moving stream.

An additional detail was prepared in advance – several boulders, using a Woodland Scenics mold and Hydrocal. I pre-painted these with various stains.

With that all in readiness, I once again selected a 2' x 2' piece of pink foam insulation, 1" thick (Home Depot), as my



diorama base, cutting it down to 2' x 18". Using some scraps from a Woodland Scenics white foam sheet plus some bits of thick cardboard ([photo previous page bottom](#)), I laid out some small elevations in the terrain and cut a channel for the simulated Oil Creek, leaving a flat section for the track. I decided to lay a mainline across the bottom of the diorama using a #5 turnout scratchbuilt for my AP Civil certificate to run a siding to the well.

First things first, though. I laid plaster cloth over the entire foam base after gluing the terrain pieces in place. I then painted all of this with a watery burnt umber acrylic. Then came the ground cover. I sprinkled Woodland Scenics Fine Turf Earth over everything except the track area. Then I started adding clumps of WS Yellow Grass and Earth as well as field grass of various hues. I also placed several yellow peel-and-stick tufts around the area. I took some brown dirt and sprinkled it in the areas in front of the well and the two outbuildings. I made a road leading up to the



well and one leading down to the loading platform. I planted several of the McKenzie trees.

Then it was time to start laying the track ([photo above](#)). After positioning the turnout, I laid out the wooden ties for both the spur and the mainline and cut lengths

of Micro Engineering Code 83 rail to fit. Using track spacers, I first applied a bit of glue to the ties and set the track in place. After double checking the spacing between the rails, I began spiking every fourth tie with Micro Engineering small spikes. Later I set the turnout back in place with glue. I weathered the rails with various materials and used a combination of various gravels as ballast.

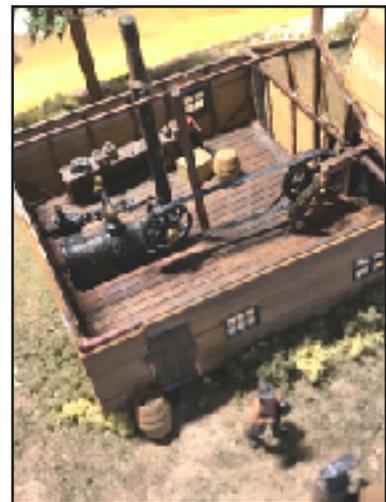


I also installed a Precision Scale brass harp switch stand (#31472) purchased on eBay to control the turnout manually (photo above right).

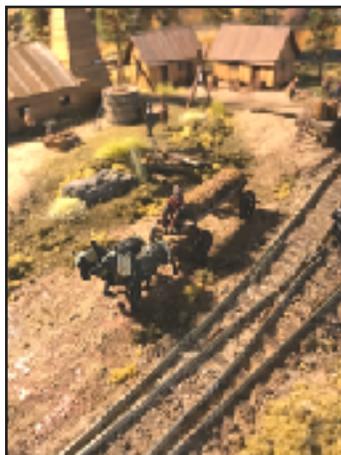


While working on the track, I poured the Woodland Scenics “Water Waves” in the creek bed, (photo left) allowing it to flow to the ends of the diorama which I sealed off to prevent spillage.

Naturally my “dams” failed to prevent overflowing on the first attempt. After allowing the “water” that remained in the creek bed to dry, I attached better “dams” and poured another batch of the substance. Whew!



With all the main elements in place, I focused on adding details – people, tools, boxes and barrels. A pile of discarded wood scraps was also placed prominently, as



one was visible in an original photograph of Drake at the well. The inside of the well engine house (photo above right) was also detailed with a crate, barrel, and workbench to go along with the steam boiler, flywheels, belt, pump, and hoist that came with the kit.

Since I had space on the track for more than just the Densmore cars, I added that B.T.S. low-sided Civil War era gondola and loaded it with wooden barrels. I also placed a horse-drawn cargo wagon on the diorama with additional barrels (photo left).

Back to that pipeline I ran from the well. I found an archival photo showing how the “short” two tank Densmore cars

were loaded with a special manually-controlled dual-headed pipe system connected to a pipeline. I made my pipeline leading from the well to a high post on the loading dock from scrap pieces of brass tubing, supporting it with X-form wood pieces like those seen at early Pennsylvania wells. From the high post on the dock I added the dual-head pipes made from heavy gauge wire to feed the Densmores ([photo below](#)).



As I did with photos of my Densmore tank cars, I shared photos of the diorama with the good folks at the Drake Museum. While Curator Susan Beates gave me a “great job” and a “well done,” she also set me straight on some historical facts which I hereby disclose.

***Disclosure:** While all the elements of the diorama are prototypically accurate, the diorama is not historically accurate. It engages in what might be called “selective compression” of both time and space. The Drake Well, located just outside Titusville, ceased production in 1862 – before the construction of the first Densmore cars in 1865. Drake and his workers loaded barrels of oil onto wagons to drive them to the nearest rail*

line as the railroad wasn't extended to the area until 1865. The pipeline and dual-head feeding system was first used on the Oil Creek Railroad at Gregg's Switch south of Titusville in 1866.



Alex Belida, MMR, is the *Flyer* editor whose small HO layout depicts a mining and logging operation in Nevada in the 1890s. The Drake's Well diorama is his second. The first, built for his Master Builder-Prototype Models certificate, depicted the area around the Woodsboro, Maryland depot around 1900. *A video of the Drake Well Clinic is available at: <https://www.youtube.com/watch?v=Szr2L7Ek2FE&feature=youtu.be>*

My Journey into Being an Actual Model Railroader: Scratchbuilding a Wooden Covered Bridge

Article and Photos by Bill Schultheiss



I was very fortunate to grow up near the Central Vermont roundhouse in St. Albans, Vermont. Living in a historic railroad headquarters town, with family members who had worked for the railroad, fueled my passion for railroading. Unfortunately, it took me 30 years to get to the modeling part of my railroading passion. Like many people, my 20s, 30s, and 40s were spent getting my career and family established. I would slip in some armchair reading about my favorite Rutland Railroad and Central Vermont Railway and enjoy perusing the various model railroad magazines for inspiration.



As the COVID pandemic took hold, I suddenly found I had the time, and the emotional need to move from the armchair into the operator's seat of our amazing hobby. Since I had never actually built anything, I decided to build a small 2' by 7' module to practice and learn all I would need for my imagined Bellows Falls subdivision of the Rutland Railroad which will live in my DC garage. My love of Vermont scenery and my civil engineer's interest in structures, led me to skip simple kits and go straight into scratch-building.

Field Trip

During a COVID field trip to Vermont in the fall of 2020 to see my family. I took a few days for some railfanning and

touring. I love taking backroads, and on this trip, I was able to visit some amazing covered bridges. First up was the Worrall Covered Bridge ([photo above](https://en.wikipedia.org/wiki/Worrall_Covered_Bridge)) over the Williams River in Rockingham County. (Learn more here: https://en.wikipedia.org/wiki/Worrall_Covered_Bridge).

A 14' wide lattice truss structure built in 1870, it exemplifies the one lane bridges on dirt roads common to that time period. I loved the view of it from the adjacent Vermont Railway mainline bridge and it became the inspiration for staging my river and bridge scene and my decision to add a one lane bridge on a dirt road.

Next up was the nearby Bartonsville Bridge, which is a popular photography site for Vermont Railway and Rutland Railroad fans. Unfortunately, the 1870 lattice truss bridge was destroyed in 2011 by Hurricane Irene which did significant damage throughout the state. The State of Vermont wisely replaced it with a replica to preserve the legacy. (Learn more here: https://en.wikipedia.org/wiki/Bartonsville_Covered_Bridge)

I was even fortunate to catch Vermont Railway action while there! It was meant to be! **(Photo right)**

You can see the intricacies of the bridge design from within including the cross bracing on the ceiling, the wooden curb, the gabled ends with snow protection siding, and the wooden flooring with running planks. The running planks lie on top of the floor and are meant to be replaced periodically beneath the wheel paths. Notice how they are not needed in the center of the bridge and, therefore, omitted to save money and weight. This view inspired my choices for my model bridge alignment to face the crossing railroad track.



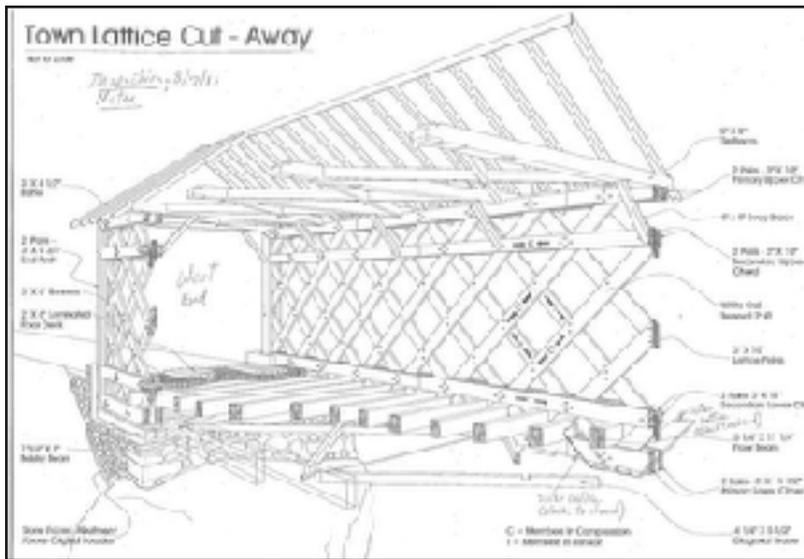
Heading north, I was able to stop and visit the Willard Covered Bridge built in 1871 which sits over a waterfall. This scene inspired my weathering objectives for the project and to added a waterfall to my scene as well! (Learn more here: https://en.wikipedia.org/wiki/Willard_Covered_Bridge)

The Build

Well, enough of the sight-seeing. What did I build, and how did I do it?

As an engineer and former armchair modeler, I couldn't resist doing a little more research on covered bridges. An incredible resource is the Federal Highway Covered Bridge Manual which explains everything you would ever want to know about building them. A second resource which was really helpful was Covered Bridges and the Birth of American Engineering. Both can be downloaded as a pdf. The diagrams inside these manuals ([see diagram next page](#)) allowed me to plan out and build the HO scale model.

For materials I chose basswood and balsa strips, scribed siding with 6" spacing, and paper shingles. I glued the wood with Super Glue to allow me to move quickly along with the build.



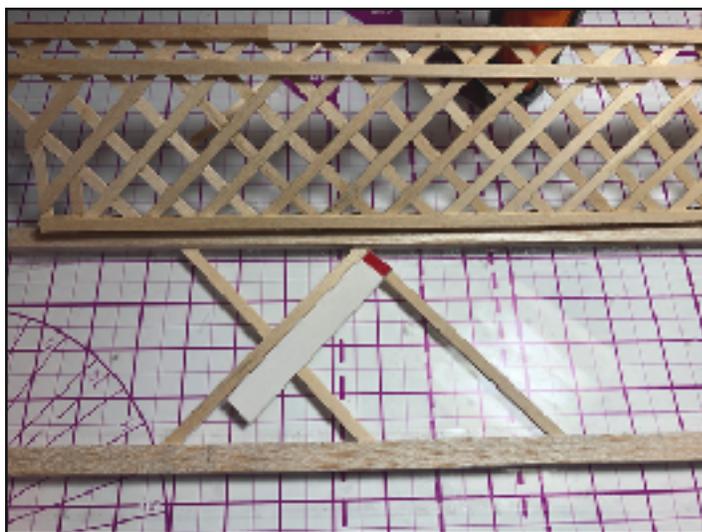
Left: Diagram of Town lattice truss. Source: Figure 34 from FHWA Guide

Building Truss Sides

I began by building the lattice truss sides. I first constructed one X with two trusses intersecting at 90 degrees. To maintain a consistent truss height, and to try to keep it square as I built them across the

bridge length, I made a temporary jig by placing the X between two pieces of wood set at the top and bottom.

I then used a piece of cardboard as a spacer to add trusses until I ran out of truss to glue to. Once I reached a point where I was only gluing two points on a truss, I flipped the assembly over to add the boards on the opposite side. I continued past the length of the bridge I wanted so that I



could cut the ends exactly where I wanted them. The cardboard spacer allowed me to move fast. However, one shortcoming I didn't anticipate at the time was that small amounts of glue would build up on the edge of my spacer. This led to the assembly going slightly out of square as I went along. In the end, it didn't matter that much as the truss is largely not seen. In knowing that, I resisted the temptation for perfection and moved on!

Photo above: Jig, Cardboard Spacer and One Finished Truss Wall

Once the trusses were built out, it was time to decide if I wanted a squared or gabled treatment at each bridge end. The angle of the trusses sets the gable angle to the roof line, if that is desired; otherwise one can just establish the rectangular ends and cut the trusses. The next step was to add the top and bottom chords which will

become the load bearing beams which carry the floor and roof structures. These beams are the key to bridge strength, and it is phenomenal to feel the change from flimsy to solid in your hands.



The chords ([photo above](#)) go on both sides of the trusses as can be seen in the [photo below](#). I generally went for “close enough” to the dimensions shown, not exact dimensions, between prototype and model based on the wood supply I had on hand.

Coloring the Truss Sides and Interior Wood

With the trusses complete, I opted to stain and color them before moving on. In the future I would have stained all the wood pieces before beginning any gluing and assembly. Starting with the trusses gave me a chance to practice using the India ink stains and acrylics before attempting the siding. First, I stained all the strip wood and siding with India ink as a base. Next, I applied a thin wash of yellow ochre with a touch of cadmium orange to bring out the highlights which I liked on the Willard Bridge.



The last step was to add the darker weathering by dry brushing a mixture of raw umber and black acrylic. My decision to practice first on the trusses paid off. As a first timer, I went past the “just right moment” on the first side with the darkening and lost the desired yellow/orange effect. I did have that anxious feeling that I had ruined my model, but I had to manage it. Mistakes are THE KEY to learning and the learning process needs to embrace them and expect them! I didn’t want to rebuild the trusses or over-paint

them, so I paused and realized I could hide the mistake by placing the trusses facing the outside of the bridge behind the siding and move on.

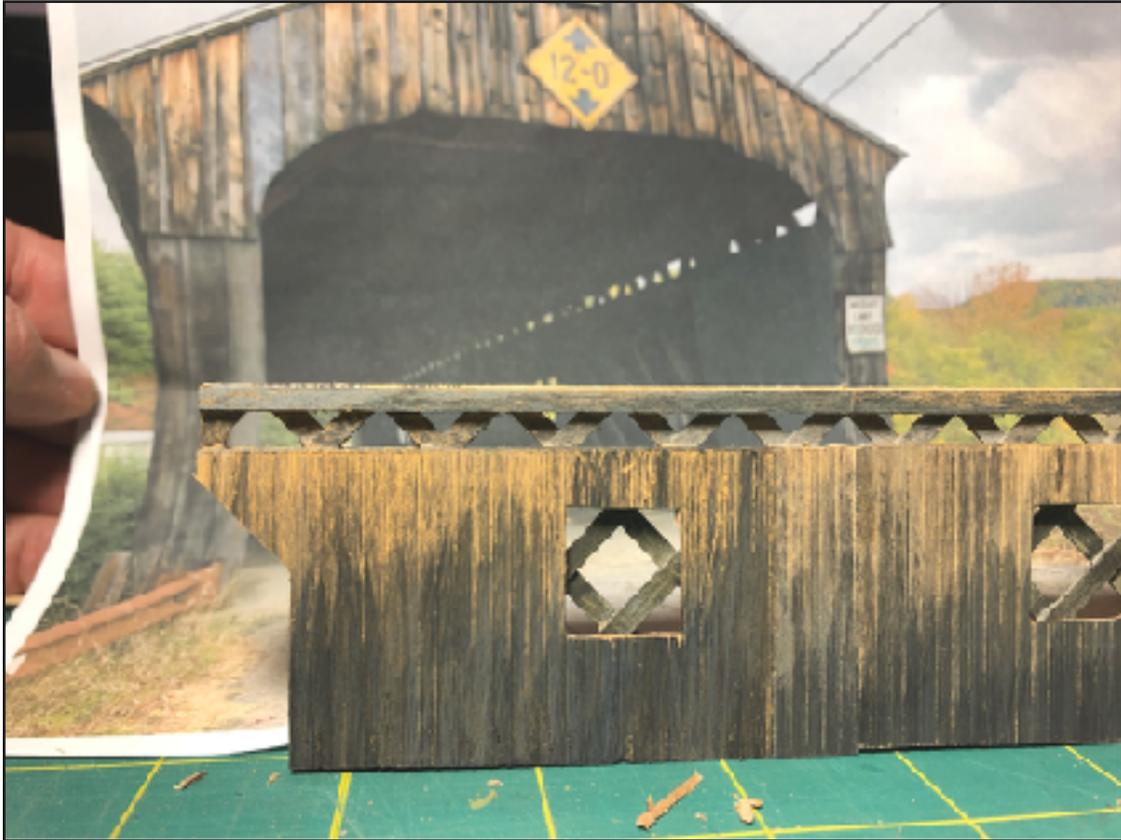


Photo above: Siding with Improved Coloring Skills

I constantly referred to my inspiration photos throughout the process of mixing the paints and adding the coloring. I strove to keep the yellowish/orange area near the top as it is protected by the overhanging roof and near black at the bottom where the wood is wet more often. I was much more careful to stop the darker weathering along the top before over doing it on the remaining structure and I am pleased with the results. The insides of the bridge were left unpainted with acrylics as the India ink grayish color was more natural looking. **(Photo right)**



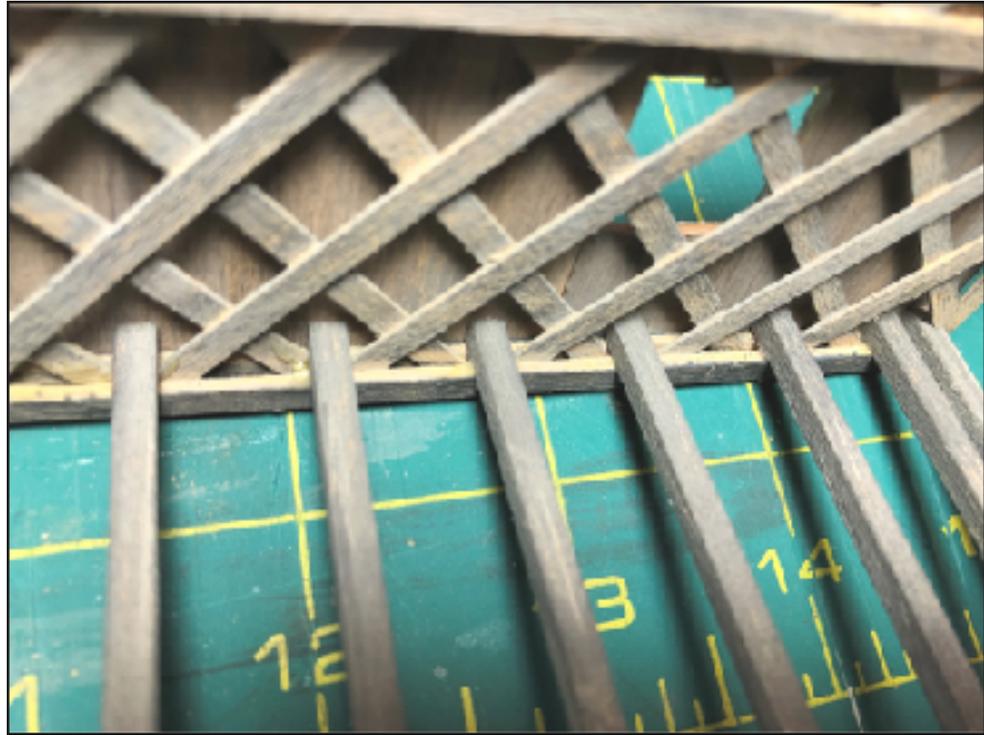
Floor, Roof, and Outside Trim

The next steps bring shape to the structure. The first step is to add the floor beams to set the bridge width. They naturally fit within each X between the lower chords. I wanted that narrow, one lane bridge feel, so I chose a 22' length to account for them

extending to the outer edge of the chords, which left me with an approximately 16' clear width inside the bridge.

**Photo right:
Inside Bridge
Color and Floor
Beam Setting**

With the two trusses attached to the floor beams, I was now able to lay the floor. I chose to place the floor before



doing the roof to make it easier to access. I didn't think to randomize the floorboard lengths until after I built the floor. I also choose not to add the detail of the running planks.

The hardest part of the project was doing the roof. I started by setting and gluing one tie beam on each end to keep the walls square. Then, on paper, I determined the angle of the roof I wanted and used that to cut the wood blocks into rafters. I glued up a series of the roof rafters on the table and dry fit them all to the model. I realized at this point that it was valuable to notch the rafters so they would sit at the same point on each side and stay even along the bridge. The first rafter set the pattern for notching, and the remaining were notched to match. This all would have gone smoother and faster if I had made a jig. With the rafters in place, I counted them and determined the spacing between them to allow me to cut a series of connecting ties between each rafter along the peak. I began on one end and added one rafter at a time by gluing the tie anchoring them. The rafters were not glued to the bridge structure to allow me to remove the roof.

I used scribed sheeting to resemble 4" boards for the roof with the scribing facing into the bridge. This was stained with India ink. I glued the panels to the rafters while they sat on the bridge structure. When the glue set, I could now remove the roof and the rafter assembly. I added X cross bracing between the rafters and notched additional tie beams I had added to the structure so that the whole roof structure would fit snugly onto the bridge.



Photo left: Underside of Roof

The painted shingle roof was made of pre-cut paper. Given the number of cuts required to get the shingles spaced correctly, the purchase of Mine Mount Models Shake Shingles (part #5004) was worth it compared to attempting to make these from scratch. The fun part was painting the paper. I used random drybrush strokes of acrylic paint with raw umber, black, gray, yellow ochre, cad orange, and burnt sienna to get the shading. I took advantage of the painting session to also paint the interior of the Lemax Farm I am scratch building. You can also see that some of my wood color inspiration comes from my oak worktable. The shingles come with a sticky back which you press onto the model. I discovered that some glue along the ridge line is beneficial to keep the shingles down.



Photo right above: Simulated Wood Painting of Paper Roof Shingles (on paper) and Lemax Farm Interior (on Styrene)

Photo left above: Applying Paper Roof Shingles to the Model

With the roof on, it now came down to some fussy detailing of exterior trim pieces. All in all, I am pleased with my first scratchbuilt model. I worked on it over a period of three months and was careful to pick times when I was energized and not tired. It

made for a wonderful entry point to the hobby. The next adventure for me will be scenery so I can enjoy seeing this bridge perform in the “real world.”



Photo above: Layout Progress Shot with Finished Bridge and the Lemax Farm in the Distance; Photo below of finished Bridge.

—

Bill Schultheiss grew up in St Albans, Vermont adjacent to the Central Vermont Railway headquarters. A lifelong railfan, he now lives in Washington, DC where he oversees the Engineering Department for Toole Design Group. He really appreciates the knowledge and expertise of the NMRA family. This is his first article for *The Flyer*.



Operations Without Staging

by Mat Thompson, MMR



Staging is common on model railroads built for operations. Hidden or barely visible tracks hold complete trains which run on and off the modeled portion of a layout simulating a connection to the nation's rail network. Staging is hidden, or even located in another room to avoid ruining the illusion of trains coming from and going to distant locations off the layout.

Staging allows the large volume of traffic layout owners might envision to bring their railroads to life. And so, when I started



building my Oregon Coast railroad, I included staging without thinking of how I would use it or if I even needed it.

I built six staging tracks hidden under a mountain. My plan was that during an operating session a ballet of train movements would run these trains in and out of staging at various times. Turnout switches on the fascia and a camera helped control traffic. I left the backside of the mountain open so that by ducking under the layout and then standing up in a narrow aisle I could reach in and fix minor problems.

But I soon found that even with lighting inside the mountain and wider than normal spacing between tracks, simple problems like a derailed car, bulky engine, or missing coupler spring were orders of magnitude more frustrating, difficult to fix, and time consuming to resolve than they would be on the modeled part of the layout. Just cleaning the track in staging was an uncomfortable chore.

Eventually I realized that my goal was not to build and operate such an ambitious empire that the frustrations of staging were worth the value it added to operations. As a result, I looked for alternatives to staging that provided a traffic volume suitable for my layout and would lessen the visual distraction of trains not running.

Therefore, my layout has evolved to having no hidden staging. Here is what I have done.



Staged trains used to come into the yard from under the mountain in the background. Now the tracks in the Interchange Yard are filled before an ops session start. The yard crew pulls the cars to the classification tracks where they are added to trains. The Interchange tracks can hold up to eighty inbound cars and can be filled again with up to eighty outbound cars as inbound tracks are cleared - more than enough traffic to keep everyone on the layout busy.

Cars enter layout at interchange yards: I eliminated hidden staging tracks. In their place I added visible tracks at the end of the Hoyt Street Yard, the main yard on my layout. The tracks are populated with cars before the beginning of each session as if

the Southern Pacific (SP) and Union Pacific (UP) had run yard transfers to Hoyt Street from their Portland yards. During the session, the Hoyt Street Yard crew pulls these tracks and builds outbound trains for OCRR destinations. The crew also break down Hoyt Street inbound trains and set out cars for the UP and SP as cleared interchange tracks become available.

The result is no hidden tracks and no need to crawl under the layout during a session. Even if an operator must use a step stool to reach into the interchange tracks, lighting is good and the operator is not working in a confined space.



Interchange track: Besides yard transfers, another common way for railroads to exchange cars is by using an interchange track. It could be as simple as just a switch with the exchange taking place on one leg of it as in the picture above. More complex interchanges might have two or more tracks and a run-around to allow more flexibility in the timing of exchanges and the routing of cars. Industrial railroads and terminal railroads also commonly use interchange tracks to swap cars with bigger carriers. Car movements on an

interchange track are setouts and pickups, as if the interchange is a rail-served industry.

Trains built in yards: At Hoyt Street and the other two yards on the layout, trains are made up and engines and cabooses are added as yard work instead of having previously built trains run on and off the layout. Engines and cars are visible. If an engine needs a nudge to get rolling or a car needs a tap to be coupled (it happens), it is easy to do. Building trains and breaking down trains adds to the prototype activities of yard train crews.



Building and breaking down trains in the yard instead of having previously built trains in staging slows the pace of operations while keeping participants just as busy. Congestion between locations is reduced and congestion in the train room is reduced because fewer operators are running trains from place to place at any given time.



Staged trains not in staging: At the start of each operating session, each of my three yards will have a train which has just arrived for classification or a train built or nearly built and ready to depart. The ready-to-depart trains provide work for engine crews at the start of the session, just as if a train had come onto the layout from staging.

Local switching jobs may be out on the road at the beginning of the session. Engine crews start their work there instead of at a yard or from staging. The prototype reasoning is that the crew had already been working before the session started or were replacing another crew whose work time was up.

Staged train at end of loop: My layout has a loop for simply running trains, but one end of the loop is not used during operations. I place built trains on both ends short of the first turnout used during the operations session. This makes them visible and easy to reach if needed. On one end of the loop, the train sets off, does local work, and then goes back onto the track it started from until its caboose is



where the engine was at the beginning. Again, easy to see and reach if needed.

Open staging: One of my yards is also open staging. It has minimal scenery compared to the rest of the layout but enough so that an operator feels like it is part of the layout. Yard tracks hold cars for locations on the layout. One or two tracks hold staged trains. For an operator there is no difference between staging and a yard.



Car ferries and car floats: Car ferries and car floats are a great modeling device to suggest rail connections beyond the edges of a layout. And, unlike trains hidden in staging, they are interesting models that help set the scene of a model railroad.

If staging is critical to telling the story of your model railroad, use it. But think about your modeling goals. You may not need staging at all.



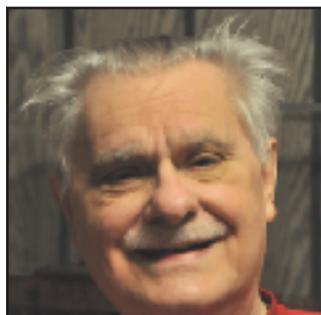
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Mat Thompson, MMR, is the Potomac Division Achievement Program Coordinator. His HO scale Oregon Coast Railroad is well-known to modelers and operators alike.



EXCHANGING FREIGHT CARS

by Jim Novaco



Way back before the internet, cell phones, and those other advanced means of communication, the NMRA started a pike registry for private roads. I registered my two railroads, the Pearl River & Northern (PR&N) and the Misery Bay Copper (MBCX). Among the options for each registrant was the option to exchange freight cars.

In the 1970s and 80s, I received quite a few cars, some from very well-known modelers, in exchange for either a PR&N or a MBCX car. I received 23 cars from all over the United States, a few from Canada, and one from – of all places – Brazil. In addition, prior to one of the MER conventions, the convention organizers asked MER members to donate a car to be auctioned as a fund raiser. I donated several cars and included a certificate entitling the buyer either a PR&N or MBCX car of their choice. This practice gradually diminished, and by the end of the 80s, the exchange of freight cars was over.

Years later, I gave one or more cars to my club members who had active model railroads or were building one. This gave me the opportunity to build more modern cars than what would be suitable for my railroad's cut-off date of October 1955. If I encountered someone whose layout I really liked, I would ask for an email address and start a dialogue to exchange cars. If the person was interested, I built a car that was appropriate for the receiver's layout, the era, the industries modeled, and whether the person liked weathering on his cars. Again, this allowed me to step out of my comfort zone.

One of my most recent exchanges was with Cam Green. The picture (right) is of the two cars, his Maine Central on the left and my Pearl River & Northern on the right.



I have thoroughly enjoyed exchanging cars and have never been disappointed with the cars I have received. I sincerely hope the model railroaders on the other side of the exchanges have been equally happy with what they have received.

Think about exchanging cars with your fellow model railroaders, and if you would like to exchange a car for one of mine, please drop me a line at j_s_novaco@comcast.net.

—

Jim Novaco has been a rail fan and model railroader since he was 5 when his father gave him a Lionel train set and he took his first train ride. He had been a life member of the NMRA and MER for decades.

Layout Update: Bob Gifford's Waterford Creek Lines

[Editor's note: In the April-May Flyer last year we previewed our layout special issues by presenting a look at Bob Gifford's HO scale Waterford Creek Lines, an ambitious double deck layout in a 58' x 36' space that Bob called "a work in progress." We were curious about what he has accomplished since then and asked for an update.]

by **Bob Gifford**

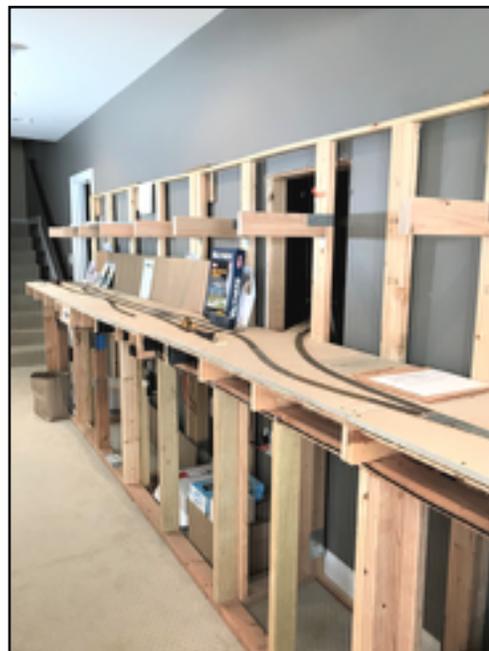


In the past 12 months:

- All track for the lower level has been installed and wired. Everything that has been installed is operational.
- The track plan for the upper level has been documented. It might not be exactly what the "as-built" configuration will be, but we all know how that goes, don't we?
- All of the framing for the upper level has been installed and is ready for the continuation of the track from the lower level.

And here are some photos of what the lower level looks like now:

Industry Park looking east ([photo right](#)). This is a mid-sized business park on the lower level. Framing for the upper level is complete and is



envisioned to be the site of a small, stub end intermodal terminal. Track can be seen disappearing through the wall headed for the lower level staging at the eastern "terminus" of the plan. Track on the upper level will pass through the wall at the same point and enter a duplicate staging yard at the western "terminus" of the plan.



The faux junction with the NS, looking east (photo left). NS track from the east will appear from behind a view break and will end at the layout edge. This will serve as an interchange point to exchange traffic.

The east end of the town of Hilldale, looking west (photo below). This is the most immediate access to the junction at NW Cabin seen previously and will also serve as the helper station for westward trains making the climb to the upper level (framing visible). There will be a couple of switching destinations and a town/main

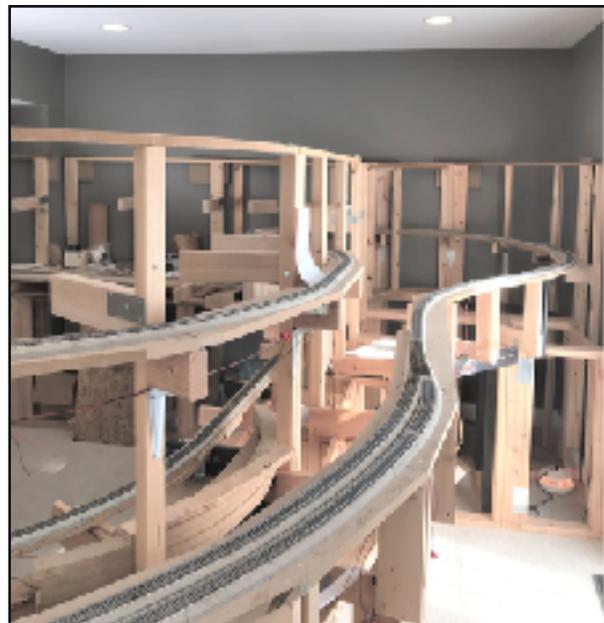
street between the yard and the backdrop to be installed on the supports for the upper level framing.



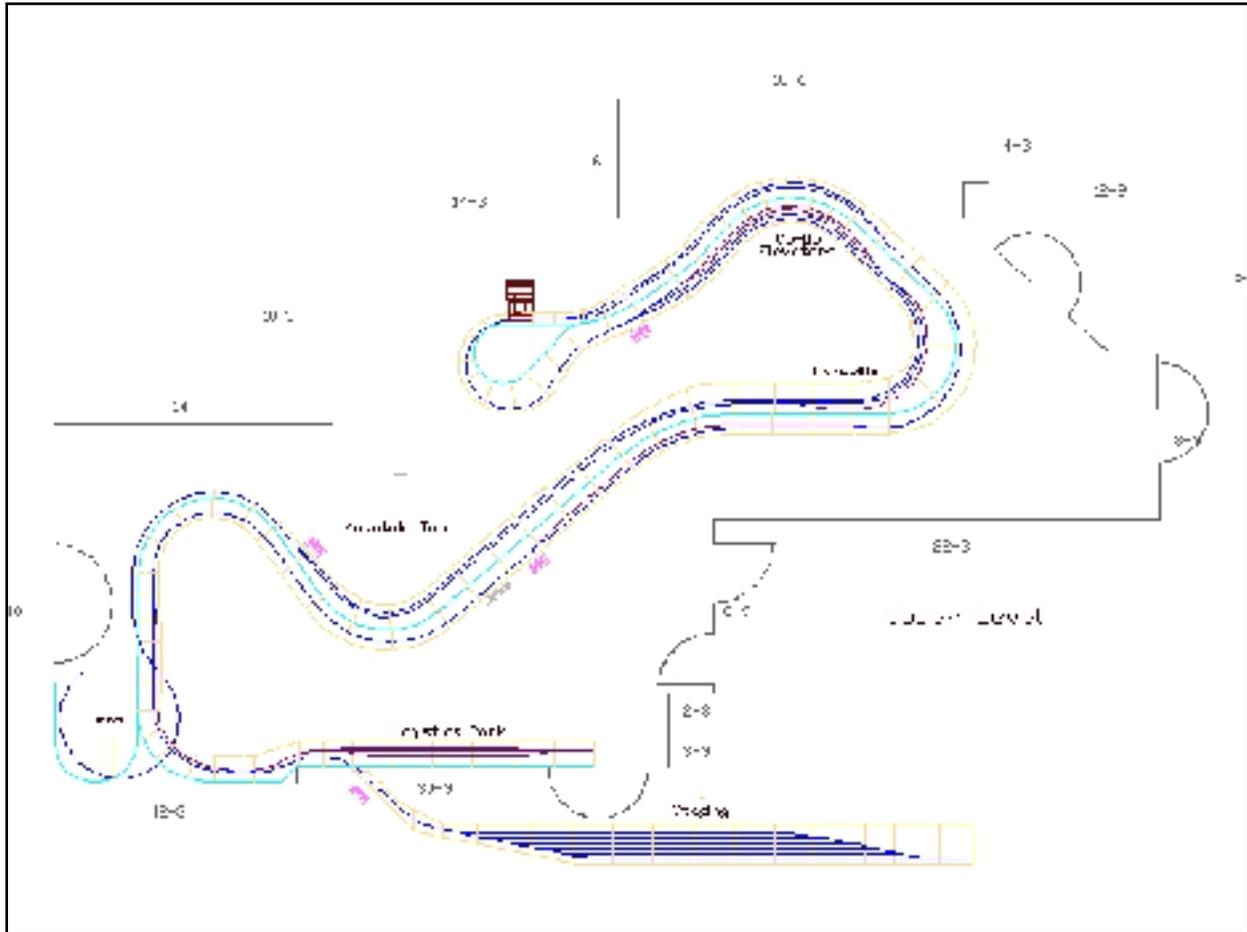


This is the west end of Hilldale, looking east ([photo above](#)). Immediately after departing the town, westbound trains begin the climb to the upper level reaching the crest on the right edge of this scene. Helpers will be cut off somewhere above where the train is sitting.

This is the grade ([photo right](#)) climbing between levels. The lower level is around a curve from Hilldale and Mance is against the wall at the far end of the scene. (This will be patterned roughly after the real one in PA.) Ruling grade east of Mance is 2.5% and 3% from Mance to the upper level.



Here's the upper level plan:



Bob Gifford is a retired NASA engineer and is 2+ years into building his freelanced vision of a present day, mid-Atlantic Class I carrier. He is an NMRA lifer.



Model Railroad Photography Clinic at Jerry Stanley's Hobby Barn

by Nicholas Kalis with photos by Jerry Stanley and Ken Wilson



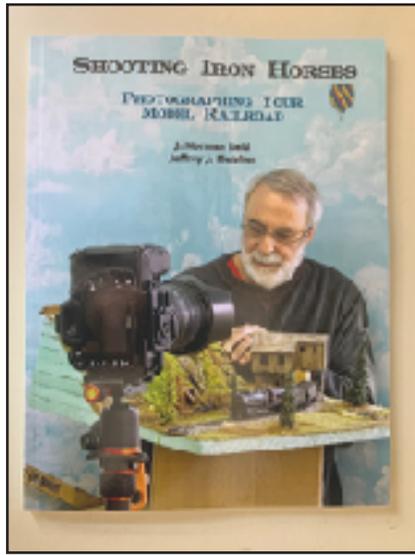
On Saturday, January 22, 2022, my wife Kate and I had a most pleasant morning at Jerry Stanley's Hobby Barn in Hume, Virginia. The drive through beautiful Fauquier County alone made for an enjoyable event. For the past year, Jerry has been hosting successful clinics for the Potomac Division of the Mid East Region of the National Model Railroad Association. That Saturday's event on model railroad photography was just the latest of a long string of Hobby Barn clinics.

J. Norman Reid and Jeffrey J. Fleisher (photo right) delivered a most entertaining presentation. To demonstrate, the pair of authors even brought a diorama with them. The duo demonstrated the use of the Helicon software package. Helicon allows one to blend multiple photographs of a modeled scene so as to have a scene that is crisp from front to back. Attendees were also able to examine a slew of equipment the presenters had brought with them.



Shooting Iron Horses, Photographing Your Model Railroad is the 78-page softcover book that was given to each attendee at the clinic. Besides lunch, great pastries and coffee were served in the morning and throughout the event.

One attendee, so enthused about the topic, had travelled all the way from Virginia Beach and retired to a hotel room after the event. He and other attendees had brought their photography equipment with them in order to get pointers from the clinicians.



For those who missed this clinic, *Shooting Iron Horses, Photographing Your Model Railroad* is available on Amazon for \$29.95. [\(photo left\)](#)

About the Clinicians

Retired from more than 30 years of public service at the federal and state levels, J. Norman Reid is the author of several books. He now devotes himself to model railroading, writing, photography, and woodworking.

Jeffrey J. Fleisher is retired from over 30 years of public service in the intelligence community. Fleisher holds advanced degrees in Photographic Science and Computer Science. He is also a professional woodworker.

The Hobby Barn is a purpose-built building on the grounds of Jerry Stanley's property in which he plans to build his HO scale model railroad. Visit the Potomac Division's web site or check The Flyer calendar to learn about future clinics.

—
Nicholas Kalis operates an Fn3 layout depicting the Oahu Sugar Company in Hawaii during World War II.

Timonium...NEXT!

Article and Photo by Mike Powers



Twelve members of the Potomac Division (PD) volunteered to meet with the visiting public at the recent Great Scale Model Train Show in Timonium, Maryland over the February 5-6 weekend! Brrrr! Heh heh, yes, it was a bit chilly outside! Fortunately, it was sunny out and our volunteers arrived and left safely! It was another success for our volunteers, the NMRA, and the PD as we had more than 30 potential new NMRA/Division members!

Our table was just inside the South Cow Palace, in a good location affording a steady stream of traffic. We had a magazine stand and a full table of NMRA and other assorted train magazines.



Photo above: Paul Hutchins (l) and Mike Fleming (r)

As highlighted by Jerry Stanley, who was assisted by his daughter Lydia (thank you, Lydia), our members greeted the passing public, offered a free magazine, and asked if they knew of the NMRA and what they modeled? We found attendees modeled a whole range of scales. A fair number were carrying their bag of purchased goodies!

From the opening Saturday until mid-afternoon that day we had more than 15 sign-ups to find out more about the NMRA and our Division. Show attendees came from all over the mid-Atlantic region!

A big thanks goes out to PD members who volunteered during this cold winter weekend to make this show a success! All volunteers earned credits towards the NMRA Association Volunteer certificate.

—
Mike Powers is a retired Federal Employee originally from R.I. His interests are HO scale with a bit of a focus on the New Haven Railroad. He enjoys periodic train travel in the states and overseas.

Achievement Program News

by Mat Thompson, MMR, Potomac Division AP Coordinator



Bill Mosteller has earned the Chief Dispatcher Certificate. Here you can see Bill switching in Astoria on my Oregon Coast Railroad. **(Photo left)** This is Bill's second certificate and with any luck, we will be reporting his third certificate in the next Flyer.

This HO scale, scratch-built replica of the Erie Lackawanna station in Dover, New Jersey, **(photo below)** is one of the Merit Award models made by **Rich Steinmann** that helped him earn his Master Builder-Structures Certificate. Rich now has five certificates.



Paymaster's Report

by Jerry Stanley, Potomac Division Paymaster



1. Checking account (beginning balance)	\$5883.45
2. Cash on Hand \$25 coffee	\$25.00
3. Total assets as of 2/21/2022 (end balance)	\$5703.45
4. Deposits by date	
a) no deposits made	
5. Total Deposits	<u>\$0.00</u>
6. Individual Deposits	
a) no deposits made	
7. Total Deposits	<u>\$0.00</u>
8. Total payouts	
a) check # 739 \$99.67 Hobby barn clinic food	
b) check # 741 \$80.33 Hobby barn clinic food	
9. Total Payouts	<u>\$180.00</u>
10. Checking account balance as of 1/31/2022 (Lines [1+5]-9) =	\$5703.45
11. Total Cash on hand 9/30/2021	\$25.00
12. Total Assets (lines 10+11)	\$5728.45



Potomac Division Events Calendar

Saturday April 23rd, 2022, Make and Take Clinic 10AM

In Person - Dave Strohmeier - Engine repairs
Jerry Stanley's Hobby Barn, Hume, Va.

Sunday April 24th, 2022, Virtual Clinic 3PM

Bryan Kidd - the Center of the Chessie Passenger World

Saturday May 14th, 2022, Clinic 9AM

In Person - Martin Brechbiel AP Master Builder - Cars Workshop
Knights of Columbus Hall, 3700 Old Lee Highway, Fairfax, Va.

Sunday May 15th, 2022, Virtual Clinic 3PM

Gil Fuchs - Do it yourself Keep alive devices

Saturday June 11th, 2022, Clinic 9AM

In Person - Martin Brechbiel AP Master Builder - Cars Workshop
Knights of Columbus Hall, 3700 Old Lee Highway, Fairfax, Va.

Sunday June 19th, 2022, Virtual Clinic 3PM

Virtual - Bob Sprague - Prototype Track Planning

Saturday July 16th, 2022, Clinic 10AM

In Person - John Swanson - Layout Problem solving
6910 Birkenhead Pl., Gainesville, VA

Sunday August 21st, 2022, Virtual Clinic 3 PM

Bob Sprague - Deconstructing a Track Plan

Saturday August 20st, 2022, Clinic 9AM

In Person - Martin Brechbiel Master Builder - Cars Workshop
Knights of Columbus Hall, 3700 Old Lee Highway, Fairfax, Va.

Saturday Sept 17th, 2022, Make and Take Clinic 10AM

In Person - Nicholas Kalis and Gary Eames - Turning Plastic into Wood in All Scales
inexpensively - Jerry Stanley's Hobby Barn, Hume, Va.

Sunday Sept. 18th, 2022, Virtual Clinic 3 PM

Nigel Phillips - "Old, Rusty & Wobbly": Narrow Gauge on the Ohio River & Western
Railroad

**Note: The Workshops labelled for Cars in June and August may switch to
Structures or Scenery depending on demand.**

What's Coming in the June-July Issue?

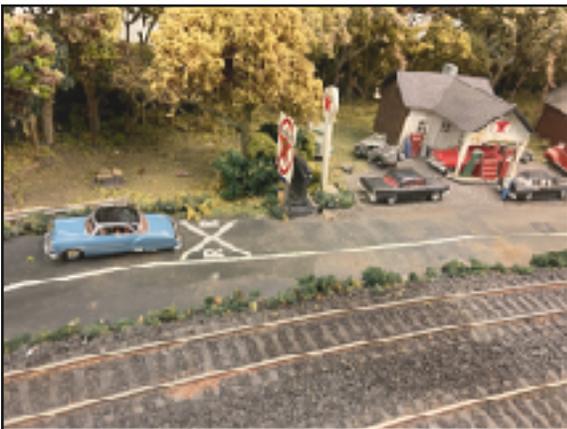
We'll have the submissions for our **Water Features Challenge** plus these features:



Martin Brechbiel, MMR builds more unique gondolas.



Rich Steinmann tells us about modeling his hometown.



Brian Sheron, MMR discusses hiding detectors.

[Editor's Note: While we intend to run these articles in the June-July Flyer, please understand that sometimes plans have to change due to unforeseen circumstances.]

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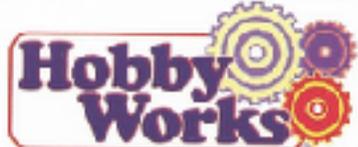
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